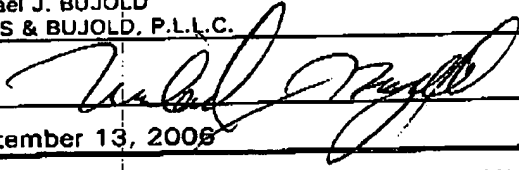
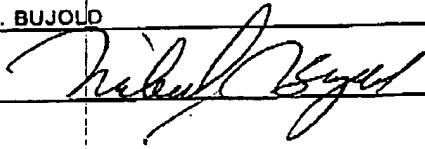


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<b>TRANSMITTAL FORM</b> <i>(to be used for all correspondence after initial filing)</i>	Application Number	10/519,446
	Filing Date	with an effective filing date of June 26, 2003
	First Named Inventor	Wolfgang REBHOLZ
	Group Art Unit	3681
	Examiner Name	Richard M. LORENCE
Total No. of Pages in this Submission: 13	Attorney Docket Number	ZAHFRI P706US
ENCLOSURES (check all that apply)		
<input type="checkbox"/> Fee Transmittal Form <input type="checkbox"/> Fee attached <input checked="" type="checkbox"/> Response <input type="checkbox"/> After Final <input type="checkbox"/> Affidavits/declaration(s) <input type="checkbox"/> Extension of Time Request (in Duplicate) <input type="checkbox"/> Express Abandonment Request <input type="checkbox"/> Information Disclosure Statement <input type="checkbox"/> Certified Copy of Priority Document(s) <input type="checkbox"/> Response to Missing Part/s Incomplete Application <input type="checkbox"/> Response to Missing Parts under 37 CFR 1.52 or 1.53	<input type="checkbox"/> Assignment papers (for an Application) <input type="checkbox"/> Drawing(s) <input type="checkbox"/> Licensing-related Papers <input type="checkbox"/> Petition Routing Slip (PTO/SB/69) and Accompanying Petition (DELETED - no longer useful) <input type="checkbox"/> To Convert a Provisional Petition <input type="checkbox"/> Power of Attorney, Revocation Change of Correspondence Address <input type="checkbox"/> Terminal Disclaimer <input type="checkbox"/> Small Entity Statement <input type="checkbox"/> Request for Refund	<input type="checkbox"/> After Allowance Communication to Group <input type="checkbox"/> Appeal Communication to Board of Appeals and Interferences <input type="checkbox"/> Appeal Communication to Group (Appeal Notice, Brief, Reply Brief) <input type="checkbox"/> Proprietary Information <input type="checkbox"/> Status Letter <input type="checkbox"/> Additional Enclosure(s) (please identify below):
REMARKS		
SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT		
Firm or Individual Name	Michael J. BUJOLD DAVIS & BUJOLD, P.L.L.C.	Reg. No. 32,018 CUSTOMER NO. 020210
Signature		
Date	September 13, 2006	
CERTIFICATE OF TRANSMISSION		
I hereby certify that this correspondence is being facsimile transmitted to the USPTO on September 13, 2006.		
Type or printed name	Michael J. BUJOLD	
Signature		
	Date: September 13, 2006 (Ifb)	

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9/13/06

PATENT APPLICATION SEP 13 2003

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

In re Application of	:	Wolfgang REBHOLZ
Serial no.	:	10/519,446
Filed	:	with an effective filing date of June 26, 2003
For	:	HYDRAULICALLY ACTUATABLE GEARSHIFT SYSTEM COMPRISING A SYNCHRONIZING DEVICE
Group Art Unit	:	3681
Examiner	:	Richard M. LORENCE
Docket	:	ZAHFRI P706US

The Commissioner for Patents  
U.S. Patent & Trademark Office  
P. O. Box 1450  
Alexandria, VA 22313-1450

**RESPONSE**

Dear Sir:

<b>[XXX] NO FEES ARE PAYABLE WITH RESPECT TO THIS RESPONSE.</b>
---

In response to the official action mailed June 13, 2006, please enter the following before reconsideration of this application.

**In the Specification:**

Please amend paragraph [038] of the specification as follows in which the specification additions are shown by underlining and the specification deletions are shown by strikeout. Please enter the replacement specification paragraphs into the record of this case.

**In the Claims:**

Please enter new claims 22-24 and amend claims 12-21 as follows in which the claim additions are shown by underlining and/or the claim deletions are shown by strikeout or brackets. Please enter the amended claims into the record of this case.

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SEP 13 2006

10/519,446

[038] The embodiment can be preferably used when greater torque is required to adjust the speed differential between the idler wheel 2 and the shaft 1. This is accomplished in that an additional brake plate 13 is provided in the axial direction between the hub element 7 and the disk element 5. This results in additional friction surfaces, thus being able to apply a greater brake torque onto the idler wheel 2 to be shifted. Preferably, the brake plate 13 has exterior inwardly facing splines, which engage with the same splines that the splines of the sliding sleeve 6 mesh with. Beneficially, this way the usable synchronizing torque doubles as well.